

Jan. 24  
rawlers Mit Ward by Gale.

With four fishermen still astray in the dories and after experiencing one of the heaviest gales of the season on the Cape Shore, a number of Boston and Gloucester fishing boats have arrived at Nova Scotia and reported their losses. Of 11 men who strayed from schs. Pontiac and Elsie, all but one have been accounted for. Two are missing, sch. Alice and one from sch. Frances P. Mesquita, although strong hopes are entertained that they have been rescued by some passing craft and reached the land in safety.

Sch. Alice Buried in Ice.  
A telegram to the Times yesterday afternoon from the Times correspondent at Liverpool, N. S., announces the burial of sch. Alice, Capt. James O'Brien. The Alice was buried in ice and bore unmistakable signs of having experienced the weather. Her main boom and foresail was gone and two of her crew, whose names are not even have been left outside off Halifax. Capt. O'Brien experienced one of the toughest southeast gales, which was accompanied by a blinding snow storm, in all his experience.

Eleven Astray, 10 Reach Land.  
A Halifax despatch tells of the arrival of sch. Pontiac and Elsie at that place yesterday. Both schooners must have had a hard time of it, as all of their fishermen were separated from their crafts during a heavy gale Wednesday, but all but one have been accounted for, having made safe landings along the coast. Hopes are also entertained for the safety of Charles Bronson, a Newfoundlander, one of the crew of sch. Pontiac, who is still missing.

Sch. Elsie sailed yesterday for the Boston market.

With two missing from the Alice, one from the Pontiac, and Joseph Mullin of sch. Frances P. Mesquita, whose craft put in at Shelburne several days ago, four fishermen remain to be accounted for. A number of vessels were plying off the Cape Shore at the time, and the chances of their being rescued are considered excellent.

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Sch. Atalanta at Canso To-Day.

Sch. Atalanta, Capt. Richard Waddington, is at Canso, N. S., this morning, en route from Bay of Islands, N. F., to this port with a cargo of herring for the Gorton-Pew Fisheries Company. A telegraphic despatch received by her owners this morning from Capt. Waddington states that he had the vessel hard, but aside from her foremast being torn and a broken foregaff, no other damage was sustained. The Atalanta was detained in leaving the Bay of Islands for some two days after loading. Capt. Waddington was waited for favorable weather to get away. She will make repairs at Canso before resuming her voyage.

## TOOK HALIBUT FARE TO BOSTON

Sch. Bay State Went Up This Morning—Gill Netters Did Not Lift.

Sch. Bay State with a fare of 16,000 pounds of fresh halibut and some salt and fresh cod arrived yesterday after a six weeks trip on Quero. Capt. Ross disposed of his fare in Boston today, the craft sailing for there this morning.

Sch. Monitor from North Sydney is here with a miscellaneous cargo of salt and dried fish for the Gorton-Pew Fisheries Co.

Not a gill netter lifted yesterday, all the boats being held inside on account of the blustery weather of the day. The fleet is small and will probably remain so, until next month or until the haddock strike in. Saturday's landings were small, the shipments being small.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Bay State, Quero, 16,000 lbs. fresh halibut, 3000 lbs. salt cod, 2000 lbs. fresh fish, (went to Boston).

Sch. Monitor, North Sydney, C. B., 390,142 lbs. salt cod, 120 boxes haddock, 16 boxes codfish, 1680 lbs. dried haddock, 324 lbs. dried codfish, 400 lbs. fish skins.

Sch. James and Ella, shore.

Sch. Mary DeCosta, shore.

Sch. Leonora Silveira, shore.

Sch. Jorgina, shore.

Sch. Juno, shore.

Sch. Adeline, shore.

Sch. Mary F. Ruth, gill netting, 1700 lbs. fresh fish.

Str. Quoddy, gill netting, 1200 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 700 lbs. fresh fish.

Str. Rough Rider, gill netting, 500 lbs. fresh fish.

Str. Nomad, gill netting, 3000 lbs. fresh fish.

Str. Enterprise, gill netting, 3000 lbs. fresh fish.

Str. Ethel, gill netting, 2000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1400 lbs. fresh fish.

Str. Gertrude T., gill netting, 2000 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 600 lbs. fresh fish.

Str. Quartette, gill netting, 500 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 1500 lbs. fresh fish.

### TODAY'S FISH MARKET.

#### Salt Fish

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.

Eastern halibut codfish, large, \$5.00; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$2.00.

#### Fresh Fish.

Splitting prices:

Haddock, \$1.15 per cwt.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.15.

Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.

Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.

Newfoundland pickled herring, \$4.50 per bbl.

Newfoundland frozen herring, 3 1-2c per lb.

Fresh halibut, 18c per lb for white and 14c for gray.

## ELEVEN CRAFTS IN AT T WHARF

Schs. Thos. S. Gorton and Gladys and Nellie Have Largest Trips.

The morning's grist at T wharf, Boston, numbered 11 arrivals, 10 being fresh fish fares and one the British sch. Mary Young from Newfoundland with a cargo of frozen and pickled herring.

Fresh fish was in good demand and all the trips met a ready sale. The Gladys and Nellie had a nice fare of 52,000 pounds, while sch. Thomas S. Gorton, hailed for 64,000 pounds, the largest fare of the morning. Both crafts will realize nice stocks and shares as a result. The steam otter trawler Ripple is also in with 42,000 pounds of haddock, cod and sole.

Other fares are sch. Elsie, Capt. Al Reynolds, which had a tough experience down on the Cape Shore when eight men went astray, but were picked up again, and five of the shore boats.

Opening prices were \$5 to \$6 a hundred weight for haddock, \$5.50 for large and \$3.50 for market cod, \$4.50 to \$6.50 for hake, \$4.50 for pollock, and \$3 for cusk.

### Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Ripple, 38,000 haddock, 2200 cod, 2500 lemon sole.

Sch. Gladys and Nellie, 45,000 haddock, 6000 cod, 1500 hake.

Sch. Thomas S. Gorton, 31,000 haddock, 15,000 cod, 18,000 cusk.

Sch. Elsie, 7000 haddock, 8000 cod.

Sch. Sadie M. Newman, 4000 haddock, 2500 cod, 4500 hake, 1000 cusk.

Sch. Evelyn M. Thompson, 2500 haddock, 1000 cod, 9000 hake.

Matthew S. Greer, 500 cod, 2000 hake, 500 cusk.

Sch. Stranger, 1500 haddock, 500 cod.

Sch. Elva L. Spurling, 3500 haddock, 500 cod, 1000 hake.

Sch. Eva and Mildred, 2000 haddock, 600 cod.

British sch. Mary Young, 1340 bbls. frozen herring, 61 bbls. pickled herring.

Haddock, \$5 to \$6 per cwt.; large cod, \$5.50; market cod, \$3.50; hake, \$4.50 to \$6.50; pollock, \$4.50; cusk, \$3.

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Will Send Tug to Bay of Islands.

The navy department has decided to send a government ocean tug to Bay of Islands, N. F., to assist in the release of the schooners now held there in the ice. This has been done at the request of Congressman Gardner, assisted by Congressman Peters and yesterday, Capt. Gardner was notified

much of a job as any cutter would want to attempt to break through the ice, while on the other hand they doubt the wisdom, even if the crafts were freed, of their ability to make the passage through the ice fields of the gulf without being crushed.

Sch. Georgie Campbell, which was further outside than the other two, is now ashore and full of water, leaving the Bucksport schooner Hiram Lowell and British schooner Frances Willard chartered by T. M. Nicholson, owner of the Lowell. Both of the latter crafts are frozen in hard and from advices received here this morning, it looks as though they will stay there until spring. Their cargoes are valued at between \$12,000 and \$15,000, it is said.

The action of the navy department in agreeing to send a tug is the result of the efforts of Congressman Gardner, who after being refused a cutter, took up the matter with the navy officials. The best that the tug can do in reaching the vessels at Bay of Islands is 10 days.

### Provincetown Fishing News.

Sloop Vesta, Captain William O'Donnell, lost a dredge recently.

Sloop John W. Caswell, Captain Charles Campbell, secured 18 barrels of flounders Friday.

Motor Jessie D. Capt. Alex Kemp, secured 3 barrels of flounders Friday.

Sch. Bonita, Captain James Welsh, lost a dredge and shoes last Saturday the result of being caught on bottom.

Sloop Briganza, Captain J. W. Fuller, lost a dredge on Wood End bar Saturday. Three barrels of fish were taken that day.

Sch. Valerie, Capt. Frank Gaspe, lost main boom and foregaff in the storm of Monday week.

Sch. Natalie B. Nelson, Captain Antone White, came in port Friday buried in a coat of ice. A dory was smashed in the breeze.

The gasoline dories of Thomas Powe did exceptionally well the past week, after the cold spell. Some of the dories made as high as \$40.



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# FISHING CRAFT SUFFER IN SERIES OF HEAVY GALES

**Sch. Selma Total Wreck at Meagher's Beach, N. S.—All Hands Saved—New Sch. Bay State Home After Being Hove Down on Quero—Monitor and Margaret at St. Pierre With Decks Swept—Sch. Georgie Campbell Ashore at Bay of Islands.**

Another fine fishing craft, the second within a week, has met her doom down on the Cape Shore in the recent heavy gales and storms that swept the coast, a telegram received here announcing the loss of sch. Selma, Capt. Thomas Downey, which was wrecked yesterday off Meagher's Beach, to the eastward of Halifax. All on board reached shore safely, but the vessel will be a total loss. Other havoc wrought by the storm is told by Capt. Norman Ross and crew of the auxiliary schooner Bay State, which arrived here yesterday from halibuting after having barely escaped being swamped by a tremendous sea which hit the craft forward and opened her seams. Telegraphic advices from St. Pierre, Miquelon, report schs. Margaret, Capt. Ernest Engstrom and Monitor, Capt. George Marr, having arrived there with decks swept and other damage. One of the crew of the Margaret has been taken into the hospital, suffering from a broken leg. Skippers say that their recent experiences have been among the worst and most trying in all their sea-faring career.

Advices received here this noon state that sch. Georgie Campbell, previously reported caught in the ice at Bay of Islands, N. F., has been driven ashore at Woods island, where she now lies full of water and in a dangerous position.

## Loss of the Selma.

The news of the loss of the Selma was received by the way of Halifax. Capt. Downey, who formerly commanded sch. Elsie, was making his first trip in the Selma since resuming halibuting, having left here a week ago. The vessel struck the gale in all its fury, sustaining a broken main boom and she was on her way to Halifax for repairs, when she struck.

When word reached Halifax of the craft's stranding, the government steamer Lady Laurier was sent out and brought 14 of her men to Halifax, while Capt. Downey and three of the men remained by the wreck. No further particulars have been received, although other information will probably be sent by Capt. Thomas Downey as soon as possible.

The Selma is owned by the Atlantic Maritime Company of Boston and was built at Essex in 1904. She measures 122.14 tons gross and \$7.84 tons net and was fully insured.

## Sch. Bay State Had Series of Gales.

Capt. Norman Ross and crew of Sch. Bay State had plenty of weather during their six weeks out and

all are glad to be at home in port again. "It was nothing but gales from the time we left," said Capt. Ross in speaking of their experience to a Times representative last evening, "the like of such we have never experienced before. We fished on Quero, but the weather was so bad that we set only parts of four days. The last day we fished, we just put our trawls in the water and took them out again and started for home."

Last Monday and Tuesday it blew a regular hurricane. Monday morning we hove to under a riding sail, a heavy sea suddenly broke over the starboard rail, well forward and under the heavy weight of water, the vessel staggered and was carried down. Those on board thought their time had come, but the craft suddenly emerged to the surface again. Torrents of water poured into fore-castle and cabin and some of her planking was opened up forward, but all damage was above the water line, so that the vessel was able to resume her trip. When the sea struck, every one below came rushing on deck, but after the storm the fore-castle was bailed out, her deck caulked and

a course set for home. In spite of the adverse weather conditions, the Bay State secured 16,000 pounds of fresh halibut and a small amount of fresh and salt cod, as well.

## Other Crafts Crippled.

Telegraphic despatches received here Saturday afternoon by Capt. Jerome McDonald and Fred L. Davis told of the arrival of sch. Monitor, Capt. George Marr and Margaret, Capt. Ernest Engstrom, at St. Pierre. Both crafts, which are engaged in halibuting, are badly crippled, the Margaret especially so, her deck having been swept from stem to stern, carrying away gurry kids, dories and in fact everything moveable on deck. One of the crew had a leg broken and was landed ashore.

The Monitor came out of it more fortunate, although several of her dories were smashed and her fore boom and fore gaff broken, besides the loss of her cable. Both crafts will repair at St. Pierre before resuming their trips. The Margaret has been out three weeks and the Monitor about six weeks, but bad weather has prevented fishing.

## Sch. Harmony Hit by a Sea.

Capt. Ross reports speaking sch. Harmony, Capt. Christopher Gibbs, on Quero, who was hit by a heavy sea on the first week out. The Harmony was started leaking, but not seriously and was able to resume her voyage. Capt. Ross also spoke sch. Paragon, Capt. William Hermon, last Friday after the gale.

## Sch. Georgie Campbell Driven Ashore.

A dispatch to David Brothers this forenoon states that sch. Georgie Campbell, Capt. John McKeoughan, one of the ice-imprisoned fleet at Bay of Islands, N. F. is ashore on the southwest side of Woods' Island.

Particulars are lacking, but it is presumed that the craft was carried ashore by the ice. The dispatch says that the craft is full of water and in a dangerous position.

The Campbell was among the last of the herring fleet to load at Bay of Islands when she was caught in the ice. The Campbell was built at Essex in 1893 and measures 111.65 tons gross and 78.79 tons gross. She was insured in the Providence-Washington Insurance Company through John A. Johnson's office, this city, at \$4000 on vessel and \$5000 on cargo.

## Wrecked Crew Slept in Woods.

Leaving their craft a total wreck on the rocks at Spry Bay, N. S., the crew of the sch. Eglantine of this port, which was wrecked last week while making harbor from the storm, arrived home yesterday. Capt. Charles Conrad, master of the ill-fated schooner remained at the scene of the wreck to look after the owner's interests.

It was 5.30 last Tuesday evening when the Eglantine with 20,000 pounds of fish in her hold seeking shelter from the gales of the Atlantic, sought one of the small harbors in the vicinity of Spry Bay, and went ashore on the reef off Taylor's Point, about one-half mile from the shore.

It was then dark and a thick vapor covered the water, but fortunately the

sea was not high. The schooner immediately began to fill and the 17 men had little time in which to escape. They put out in the darkness with what few belongings they could gather together, which for some were negligible.

Their journey was made dangerous by the large amount of drift ice. The shipwrecked men were compelled to row inside the point. Later they found no settlement, and being sure of their position, remained in the woods for the night, sheltering themselves with whatever was available and keeping warm by firelighted from what dry wood was available.

At daylight the next morning the ship's crew men took to their oars and rowed up the shore about five miles, landing at Spry Bay. They were treated with the kindness of the people of the village. They were housed, fed and the Word was sent to the American consul at Halifax who in turn communicated with C. H. Harvey, Agent of the Fisheries Department, and the government steamer Stanley was sent to the scene. The agency reached the vessel and ordered the ship to proceed to Spry Bay. The Stanley arrived there Thursday and the ship's crew immediately embarked.

The men unanimously desired to express their appreciation of the kindness shown them by the people of Spry Bay and the men of the S. Stanley. The vessel was owned by Gorton-Pew Co., of this city, the men being on shares in the cargo of fish she had aboard, a total loss to them.

The schooner was 90 tons and was fitted with an auxiliary engine. She left here on the 6th of January and on the 20th ran into the ice. Capt. Conrad was in charge and his engineer, John Egan, remained at Spry Bay to look after the vessel. The crew were taken to Halifax, where they were well looked after by the American Consul Hill.

The following are the names of the crew: John J. White, Thomas Bell, John Felimate, Wilfrid Spencer Allen, Ernest Thompson, John M. Donoghue, Child, Edward Perry, Jacob Freeman Munroe, James Charles Sjogren, John S. Brown.

JAN. 27  
DORY RUN DOWN  
MAN WAS SAVED

Sch. Helen B. Thomas, Capt. Ward Russell, arrived at Boston yesterday from the fishing grounds with a tale of a narrow escape at Jeffrey's Bank, the schooner ran one of her own dories in which Morris Fitzgerald of Melrose, was rescued. Fitzgerald's arm was bruised and forced under so that the vessel was forced over him. After ten minutes was rescued, half dead, but recovered.

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